AGGRIEVED WIFE No Alcohol ISSUES "AN EXTRA" Is alcohol a tonic? No! Does it make the blood pure? No!

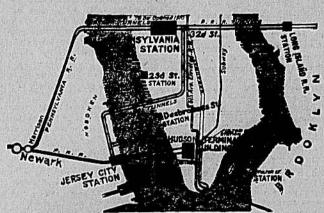
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The Ninth District.

THE PENNSYLVANIA STATION IN NEW YORK CITY

The new station of the Pennsylvania Railroad in New York City, to be known as the "Pennsylvania Station," will add a great deal to the comfort and convenience of the traveling

. It is located in the centre of the hotel, shopping, and theatrical district, fronting on Seventh Avenue from Thirty-first to Thirty-third Street, and running back to another front on Eighth Avenue, covering the entire area of two city blocks. It is one block from the busiest spot in the central part of New York City-the intersection of Broadway, Sixth Avenue and the crosstown streets, locally known as Herald Square. Fifth Avenue, with its big hotels,



its handsome mansions, its clubs and fine stores is only two blocks from its front. Lines of transportation radiate in every direction. It has entrances and exits on all four of its sides.

The station is served by all through trains of the Pennsylvania Railroad that arrive at or depart from New York, so that a passenger on a through car from the South or West is delivered in the heart of New York without any change whatever. This is affected by a new extension

which leaves the main line at Harrison, east of Newark, N. J., and crosses the meadows to Bergen Hill, opposite Thirty-second Street, New York. Here the tracks enter twin tunnels cut out of the solid rock, and thence run into twin steel tubes under the Hudson River to New York and thence by subway to the station. The empty trains are continued under the city, and by tubes under East River to the terminal yards on Long Island, where the cars are stored, and the trains made up. There are twenty-one passenger tracks in the station.

At Harrison the steam locomotives are detached from the trains and powerful electric locomotives, which draw them through tunnels and tubes, are substituted. No power but electricity is emp.oyed in the tubes and tunnels.

If a passenger wishes to go downtown direct, he can change at Harrison and reach Cort-landt Street and the financial district in a few minutes by means of the tubes of the Hudson and Manhattan Railroad System.

These great and comprehensive improvements in the terminal facilities of the Pennsylvania Railroad in New York cannot fail to command the appreciation of the public.

Due notice of the opening of the new station and the operation of trains to and from it will be given.

WILL MAKE ANOTHER EFFORT TO SCALE ICE-CLAD MT. M'KINLEY



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